

## **Historic, Archive Document**

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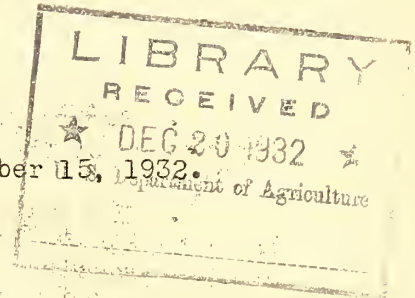


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UNITED STATES DEPARTMENT OF AGRICULTURE  
WEATHER BUREAU  
Washington

Office of the Chief

December 15, 1932.



CIRCULAR

Changes in Scope and Phraseology of  
Route Forecasts.

1. Beginning January 1, 1933, the route forecasts now issued from the Forecast Centers at Chicago, Denver, New Orleans and San Francisco will be changed to conform with the following:

2. The forecasts will be issued for a period of 12 hours, beginning at 12 noon, and 12 midnight, (the latter to be used only if evening route forecasts are now issued), Eastern Standard Time

3. The expected sky conditions will always be included in the forecast and will be indicated in the following terms:

CLEAR -- No clouds or sky less than 1/10 covered.

SCATTERED CLOUDS-- When the sky is from 1/10 to 5/10 (inclusive) covered.

BROKEN CLOUDS-- When the sky is from over 5/10 to and including 9/10 covered.

OVERCAST-- When the sky is more than 9/10 covered.

4. So far as is deemed practicable, the expected intensity of precipitation, thunderstorms, squall-lines, etc., will be indicated when these elements are included in the forecast.

5. The expected formation, continuance or dissipation of fog will be included in the forecasts when practicable, using the terms, "light", "moderate", or "dense" to indicate expected density in accordance with the airways meaning of these terms.

6. In view of the length of the period for which these forecasts are issued, i.e., 12 hours, it should be understood that specific forecasts of ceiling and visibility are not practicable. However, when conditions warrant, a statement that there will be, for example, a general lowering or rise of the ceiling, or a tendency toward better or poorer visibility would be helpful, and will be included.

7. All reference to winds, surface and upper air, will be omitted, except when a wind-shift or squall-line condition, or unusually strong winds, surface and/or aloft, are expected.

8. Remarks bearing on special conditions will be added as the experience of the forecaster may indicate.

9. The system of preparation of route forecasts outlined above has been in use in the Washington Forecast District since August 1, 1932, and has proved a distinct improvement over that formerly used, in the opinion of the airways personnel involved. For this and other reasons, therefore, it is being extended to all Districts. The cooperation of all personnel concerned is requested and desired.

C. F. Marvin,  
Chief of Bureau.